



Staff Report – CP-5B-17

Six Forks Road; its intersection with Windel Drive; its intersection with Snelling Road; its intersection with Loft Lane; Millbrook Road; its intersection with Tralee Place

Comprehensive Plan Amendment

Street Plan Amendment

This is a city-initiated amendment to the Street Plan, a document within the Comprehensive Plan. The proposed amendment reflects Street Plan recommendations contained within the Six Forks Road Corridor Study.

The proposed amendment would:

- Designate Tralee Place as a Neighborhood Street
- Extend Tralee Place as a proposed Neighborhood Street to Windel Drive
- Designate Snelling Road south of Millbrook Road as a Commercial/ Industrial Street
- Extend Snelling Road from its current terminus south of Millbrook Road as a proposed Commercial/Industrial Street to Millbrook Road
- Designate a section of Loft Lane as a Neighborhood Street
- Designate a section of Lipscomb Court as a Neighborhood Street
- Extend Loft Lane as a proposed Neighborhood Street to Lipscomb Court
- Create a new street as a proposed Neighborhood Street from the proposed Loft Lane extension to Millbrook Road

Map showing proposed road changes in the Six Forks area. The map includes a legend indicating 'X X X' for 'Proposed Removal' and a solid line for 'Proposed Addition or Alteration'. A north arrow is present in the bottom right corner.

- Comprehensive Plan Amendment CP-5B-17
October 13, 2017

CONSIDERATIONS FOR THE PLANNING AND DEVELOPMENT OFFICER'S REVIEW AND RECOMMENDATION:

The following list of considerations for the Planning and Development Officer's review and recommendations regarding a proposed Comprehensive Plan amendment are not all-inclusive. Review and recommendations of proposed Comprehensive Plan amendments may consider whether:

1. The proposed amendment corrects an error or meets the challenge of some changing condition, trend or fact;

The proposed amendment incorporates the recommendations of the Six Forks Road Corridor Study into the 2030 Comprehensive Plan.

2. The proposed amendment is in response to changes in state law;

n/a

3. The proposed amendment constitutes a substantial benefit to the City as a whole and is not solely for the good or benefit of a particular landowner or owners at a particular point in time;

The proposed amendment enhances connectivity, eliminates gaps in the roadway system, and provides a higher roadway grid density that will increase mobility options and promote the accessibility of nearby land uses.

4. The proposed amendment is consistent with other identified Plan policies and adopted area plans;

The proposed amendment is consistent with the following relevant Comprehensive Plan and area plan policies:

Policy LU 2.1 - Placemaking

Development within Raleigh's jurisdiction should strive to create places, streets, and spaces that in aggregate meet the needs of people at all stages of life, are visually attractive, safe, accessible, functional, inclusive, have their own distinctive identity, and maintain or improve local character.

Policy LU 4.1 Coordinate Transportation Investments with Land Use

Ensure that transportation decisions, strategies, and investments are coordinated with and support the City's land use objectives.

Policy LU 4.5 - Connectivity

New development and redevelopment should provide pedestrian and vehicular connectivity between individual development sites to provide alternative means of access along corridors.

Policy T 1.1 Coordination with Land Use Map

Transportation planning, development, expansion, and investment in transportation facilities should be coordinated with the Future Land Use Map.

Policy T 2.3 - Eliminating Gaps

Eliminate “gaps” in the roadway system and provide a higher roadway grid density that will increase mobility options and promote the accessibility of nearby land uses.

Policy T 2.4 Road Connectivity

The use of cul-de-sacs and dead-end streets should be minimized.

Policy T 2.6 - Preserving the Grid

Existing street grid networks should be preserved and extended where feasible and appropriate to increase overall connectivity.

Policy T 5.1 Enhancing Bike/Pedestrian Circulation

Enhance pedestrian and bicycle circulation, access, and safety along corridors, downtown, in activity and employment centers, at densely developed areas and transit stations, and near schools, libraries, and parks.

Policy IM 4.2 Area Study Content and Intent

Ensure that area-specific planning studies take a form appropriate to the needs of the community and reflect citywide needs, as well as economic development policies and priorities, market conditions, implementation requirements, available staffing resources and time, and available funding. Such studies should address such topics as an existing conditions inventory, future land use recommendations, aesthetic and public space improvements, circulation improvements and transportation management, capital improvement requirements and financing strategies, the need for zoning changes or special zoning requirements, and other implementation techniques. If necessary, as a result of the findings of the area-specific plans, Comprehensive Plan amendments to the plan’s text or maps should be introduced to ensure internal consistency for the areas involved.

5. The impact the proposed amendment has with regard to:**A. Established property or proposed development in the vicinity of the proposed amendment;**

The proposals will improve access to nearby properties.

B. Existing or future land use patterns;

The proposals are the result of analysis of projected roadway needs based on the Future Land Use Map and Urban Form Map.

C. Existing or planned public services and facilities;

The proposed changes to the Street Plan take into consideration planned public services and facilities.

D. Existing or planned roadways;

The proposals increase efficiency in the roadway network.

E. The natural environment, including air, water, noise, stormwater management, wildlife and vegetation;

The proposed changes to the street map are the result of analysis of these environmental factors.

F. Other policies of the Comprehensive Plan.

STAFF RECOMMENDATION:

Approval based on the above list of considerations for the Planning and Development Officer's review.

STAFF COORDINATOR:

Carter Pettibone, carter.pettibone@raleighnc.gov, 919-996-4643

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